

Jersey Slips As It Walks To Its Work

Car Strike Situation Is No
Better and Snow Inter-
feres With the Jitneys

More Violence Occurs

Washington Conference Fails
and Leaders Return Firm
for Fight to a Finish

NEWARK, N. J., March 14.—(Strike leaders of the New Jersey trolley car workers returned from their conference with government officials in Washington to-night in an uncommunicative mood. A further conference will be held to-morrow, and until then William Werner, business agent of the strikers' union, and Harry Jones, of the Paterson local, delegates to Washington, refuse to say anything concerning results expected.

They did say, however, that the strike would not be called off, even temporarily, until the entire matter had been settled and the Public Service Corporation had consented to recognize the union.

"Nothing will be done until the joint conference board has met to-morrow," one of the leaders said. "What the result will be I do not know."

Snow Adds to Discomfort

Snow added to the difficulties of transportation in the strike-crippled city to-day, but did little to dampen the ardor of the strikers. Street cars in operation were few as they were yesterday and the jitneys, which have done much to relieve congestion, were hampered by the sleety streets. Skidding accidents were frequent and a large proportion of the city's workers were forced to walk to their jobs.

Four times during the day the police were called upon to quell incipient riots and on many occasions cars with loyal or volunteer crews were forced to plough through a barrage of missiles.

At one special point in Essex County, where the boundaries of Newark, Bloomfield and Veltonville converge, strikers established a mobile brick-bat battery which bombarded each passing car with vigor and immunity.

Military Comedy Enacted

When the Newark police bore down upon the strikers' position, the battery limbered up and moved over into Belleville. When the bluecoats of Belleville came to the rescue of the battered cars, the strikers stepped across into Bloomfield and twiddled their fingers at the helpless guardians of the law. All day long they kept up the bombardment and, because of the lack of unified command, the police never managed to operate against them effectively.

To complicate Newark's transportation problem, fifty drivers employed by the Yellow Taxi Company went on strike to-day, demanding recognition of their union.

Seventeen hundred strikers met at 11 this morning in the Coliseum to protest against the company's advertisements inserted in Newark and other New Jersey papers offering conductors and motormen full pay and a \$5-a-day bonus on the tied-up lines.

Against Washington Move

Reports from Washington to the effect that the strikers would be asked by the government to return to work pending a settlement were received with hostility by the strikers, who insisted they would not return until their union was recognized.

Early this morning strikers held up a car on Sixteenth Avenue, near South Seventh Street, and tried to get the crew to abandon it. The police intervened and dispersed the crowd.

A group of strikers stoned a South Avenue line car. Windows were broken and the crew was cat by flying glass. In the Silver Lake district of Belleville a mob fell upon three Bloomfield Avenue cars, broke their windows and pulled the trolley poles from the wires. Three conductors, three motormen and two inspectors were captured by the crowd. The prisoners demanded that they be allowed to join the union and go on strike. The mob escorted them to the Coliseum, where their applications were taken. The passengers walked to work.

At Avon and Badger avenues a group of strikers tried to break a switch on the Clifton Line. They were dispersed by the police.

No Change in Other Towns

In other New Jersey towns affected by the strike, conditions showed little change from yesterday. In Jersey City, twenty-six cars were running, the same number that was in operation the day before. The snow storm hampered the jitney traffic there also.

The first car to run from Newark to Jersey City went through this morning over the Old Turnpike line. Jersey City police guarded it while it was within limits of that city, but there was no attempt on the part of strikers to halt it.

The cars that ran in Paterson yesterday were not increased in number to-day. Although a number of applications for work were received from men who had been attracted by the advertised \$5 a day bonus.

At Orange, threatened to-day to take drastic action against any one who interfered with the trolley lines when they resumed operation.

"Public utilities belong to the people," he added, "and should be operated under the direction of the Mayors and officials of the various municipalities when the private owners fail to meet their obligations to the public."

All of the Oranges have been without any car service whatever since the strike began.

Jersey Strike Hearing

Avails Newark Conference

WASHINGTON, March 14.—Hearings before the War Labor Board in the New Jersey street car strike controversy were postponed to-day until Monday to await the outcome of a conference at Newark to-morrow between representatives of the Public Service Railway Company and the strikers, with an examiner of the board present.

This course was agreed upon at the suggestion of Joint Chairman Taft, after counsel for the Public Service Company had begun a statement of the case. The employees were represented, although they had not formally accepted the board's invitation to submit the controversy.

British Workers Insist

On Mine Nationalization

Leader Testifies Inquiry Has Strengthened Determination Not to Recall Strike Notice

LONDON, March 14.—Inquiry into the coal mining industry has confirmed the miners' suspicions of profiteering by owners, distributors and the government, William Straker, secretary of the Northumberland Miners' Association, declared before the commission of inquiry to-day. Straker said it was therefore useless to ask the miners to withdraw their notices to strike until the government had accepted the principle of nationalization.

Quoting figures submitted by government officials, Straker said that if the mines had been nationalized at the beginning of the war and the owners had been paid a fair price in 5 per cent government bonds the purchase would have been cleared off by now out of the profits. He based this statement on a report of profits which amounted to 25.63 per cent on the capital invested. Straker added that if the royalties, amounting to 5 per cent on the capital, had belonged to the state and that if profits on products were considered the total profits for the four years would have been 35.63 per cent.

He said a great saving also could be made if the wholesale and retail distribution of coal were undertaken by the state.

France Decorates Women

Honors Six Americans Who Fought Typhoid Epidemic

A cablegram received at the headquarters of the American Women's Hospital, 637 Madison Avenue, announces that six women have been decorated by the French government for their work in stamping out the typhoid epidemic at Luzancy, France, last fall. The women are: Dr. M. Louise Hurrell, Rochester, N. Y.; Miss E. Pauline Whitaker, Lancaster, Penn.; Miss Lillian Pettengill, Philadelphia; Mrs. Lena R. Lehman, Philadelphia; Dr. Cora F. Allen, Heron Lake, Minnesota, and Dr. Eva Reid, of San Francisco.

Congressmen Plan Junket

Twenty Members of House Will Visit Porto Rico

WASHINGTON, March 14.—Twenty members of the House of Representatives will visit Porto Rico in April to study political and economic conditions with a view to solving legislative problems which are to come before the next Congress. The party will leave New York April 12.

Delegate Davilla, Porto Rico's representative in Congress, who extended the invitation at the request of the Legislative Assembly of Porto Rico, announced to-day that he would introduce a bill to fix definitely the future policy of the United States toward the island. He has not decided whether the measure will provide for statehood or independence.

14 More Firms Sign Agreement In Port Strike

70 Per Cent of Men Who
Quit Are Back at Work,
Says Leader of Unions

U. S. Still Needs Boats

Conference of Federal Mediator With Owners Fails to Produce Any Results

Thomas L. Delahanty, president of the Marine Workers' Affiliation, announced last night that fourteen additional firms and corporations operating small boats in New York Harbor had agreed to the demands of the strikers. With these accessions, Mr. Delahanty declared, 70 per cent of the men who struck had obtained their demands.

The Cunarder Mauretania, which it was feared would have to take on bunker coal in Halifax, was loaded by union men yesterday and sailed for Southampton. The loading was under the direction of the transport service, which is using the liner to bring troops home. The Chicago, of the French Line, is still delayed, but probably will sail Sunday.

Aside from a brief statement from Paul Bonyne, counsel for the several boat owners' associations, in which he challenged the right of the government to seize boats for other than strictly government purposes, nothing was forthcoming from the employers' side. Their committee was in conference with Mediator James L. Hughes a large part of the afternoon, but no progress was reported.

As they were leaving the Lawyers' Club, where the conference was held, Mr. Hughes declared: "One word from Mr. Bonyne here and the strike is settled."

"Yes," said the lawyer, "but that word is 'surrender'."

Mr. Hughes went from the conference to the Army and Navy Building, where he conferred with representatives of the army, navy and United States Shipping Board.

Will Get All Boats Needed

"There is no doubt," he said, "that the government will get all the boats it needs or wants."

"Including Kelly's boats?" he was asked.

"Better ask Captain Hutcheson," he replied.

"We have not sent for the Kelly boats yet," said the navy representative, "but I guess the government can get Kelly's boats any time it wishes them."

The Kelly boats are the twenty scows of the McLane Transportation Line which J. J. Kelly, who controls the company, agreed to allow the government to have on charter and later reported to the boat owners committee that he had been dragged into agreeing to the charter. His statement being the basis for the assertion by Messrs. Moran, Glatzmaier and Lee, that a Soldiers', Sailors' and Workmen's Council had been formed in the army and navy building for the intimidation of boat owners.

"Have you all the boats you now need?" Captain Hutcheson was asked.

"No," he replied. "We could use more, but we are waiting to see which way the cat will jump."

Hughes Still An Optimist

This delay, it was explained later, is at the request of Mr. Hughes, who persists in the hope that he will yet succeed in bringing the boat owners and strikers to an agreement.

The operators who, in addition to those previously announced as having signed the union contracts have now approved its terms are:

Johnson Lighterage Company, Tremont Oil Company, L. E. Moore Co., Morse Slave Company, E. J. Barton Lighterage Company, Ross Engineering Company, Charles Reinstone Company, Olsen Iron Works, Wilson Welding and Repairing Company, American Fuel and Shipping Company, Carter & Westcott & Company, New Jersey Shipbuilding and Dredging Company, Coastwise Lumber Supply Company and the New England Navigation Company.

The Johnson Lighterage Company, operating five tugs and steam lighters, and twenty non-self-propellers, is one of the largest lighterage concerns in the harbor. The New England Navigation Company, a subsidiary of the New Haven Railroad, is the last of the companies to sign.

"With these people, in line," said Mr. Delahanty, "70 per cent of the strikers have returned to work. This leaves less than 4,000 men out. It is now only a question of time before the others will be in line. It will not, I think, be necessary for us to play any of the cards we have had in reserve or bring any more pressure to bear."

The regrettable feature of the obstinacy of the boat owners in keeping the strike going in that business is being diverted to other ports. Some of that may not come back. You know Boston and other ports have been making big improvements in late years, while here in New York we have been standing still."

"Can you pull men out in Boston and elsewhere against freight so diverted?" he was asked.

"In a minute," he said, "but it won't be necessary."

On account of threats made against union pickets, Mr. Delahanty said he had written Police Commissioner Enright asking for protection against armed strike breakers.

The Port and Terminal Workers and the Harbor Boatmen's Union, whose members have been dissatisfied with the wages awarded them by the railroad settlement, met in St. Columbia Hall, West Twenty-fourth Street, yesterday. They agreed to submit their complaint to the adjustment board of the railroad administration and remain at work.

No Danger of Transit Tie-Up for Want of Fuel.

Coal Dealers Declare

There is plenty of coal now stored in New York City to operate both the B. R. T. and Interborough lines for a long time, even if the harbor tie-up continues, it was said yesterday by large coal dealers.

"There isn't the remotest chance of a coal shortage," said an official of the Olin J. Stephen Company, of Manhattan. "The mild winter has left us with an unusually large stock of all grades of fuel on hand."

"We have 7,000 tons of a particular grade of coal which could be mixed with other grades to run the subways if they should be tied up through the harbor strike. We have been using our storage supplies for the past two weeks, and there is a lot more where that came from."

At the office of the Seranton and Lehigh Coal Company, which controls five yards in Brooklyn, it was said that there was enough "buckwheat" coal on hand to supply the B. R. T. through a long period.

Ownership Bill "Fake," Says Senator Thompson

Foley Measure Denounced as Designed to Serve Corporation Interests

ALBANY, March 14.—Senator George F. Thompson to-day charged that the municipal ownership bill, introduced by New York Democrats, was "an ardent fake." Senator Thompson is head of the Senate Public Service Committee.

He said neither Senator James A. Foley nor Assemblyman Charles D. Donohue, since in his efforts to get municipal ownership and made the same charge against Senator J. Samuel Fowler, Republican, who is sponsor for the Mayor's conference bill.

"The Foley bill," he said, "was drawn in the same interests as the so-called Mayor's conference bill in its original form. It is a bill to kill municipal ownership."

One section, he said, was copied bodily from the Fowler bill, mistakes and all. It is that which provides that bonds to be issued under any circumstances in connection with municipal utilities, "shall be exempted from all taxation and shall be a local investment." The word "local" should be "legal," Senator Thompson calls this a vicious provision, which he charged is of corrupt origin, and other sections, he declared, would make it inoperative.

Smith Aids Liberty Loan

Governor Smith yesterday informed the Liberty Loan Committee that he accepted their appointment as head of the advisory committee of the Speakers' Bureau, which will campaign for the Fifth Liberty Loan.

He will meet the other members of the body at a luncheon at the Bankers' Club on March 15. Among his associates are Charles E. Hughes, Brigadier General Cornelius Vanderbilt, Lieutenant Colonel Charles W. Whitteley and George W. Carpenter.

Shonts Appeals For an Immediate Seven-Cent Fare

Says Zone System Can Be
Worked Out, But While
Doing Co "We Will Go
Broke"; 3-Cent Transfers

An appeal for an immediate seven cent fare with a three cent charge for surface car line transfers, as an emergency measure for the protection of the travelling public and investors until permanent legislation can be framed to regulate transfer rates, was made yesterday by Theodore P. Shonts, head of the subway, elevated and surface lines. Mr. Shonts addressed the Broadway Association at the Hotel Marlborough.

"The emergency exists now," Mr. Shonts said in answer to questions. "The zone system of fares can be worked out, but while we are working it out we will go broke. Give this increase as a temporary emergency. Over \$260,000,000 are in jeopardy in our securities, not to speak of those of others. We don't want to make a dollar. We want temporary relief on account of conditions, so as to protect investors and the travelling public."

The cost of living, Mr. Shonts declared, made the reduction of wages of traction employees out of the question. The emergency requiring the seven cent fare might exist for two or three years. Then the increase in patronage and reduction in cost of materials might make possible a return to the five cent fare, he added.

He advocated the passage of the Martin-Carson bill, pending at Albany, which would vest the rate making power of electric roads with civil service commissions.

"The New York Railways Company is operating at a heavy loss," he said. "For December the net income fell short of first mortgage bond interest requirements by \$13,329,455. For January it fell short of those requirements by \$161,372,84. While things are not so bad as expected last September, they are still so bad that bankruptcy is inevitable if the company's income is not increased."

Of the Interborough Company, he said: "From the figures for operating subsidies and elevated just compiled, the fact appears that in January we operated at a loss."

The Broadway Association will consider the rate question at its next full meeting.

Hylan Administration Will Oppose Increase Of Fares, Says Craig

The Hylan administration will not approve any increase in fare for either the surface or elevated transit lines of the city, according to Controller Charles L. Craig, Mr. Craig said yesterday that city ownership and operation of all local transit lines is a logical and inevitable outcome of the present situation.

He declared that so far as the present administration is concerned the refusal of the Board of Estimate to modify franchise contracts to permit the companies to charge a higher fare, is positively final.

He said that the drift of events is towards municipal ownership and operation of all transit lines in New York City.

People Are With Hylan, The Whole 25 of Them

Mayor Demonstrates to Board Of Estimate That "City" Favors Subway Link

The people of the city, twenty-five strong, demonstrated yesterday at a Board of Estimate meeting that they were "with" Mayor Hylan. At his request, the twenty-five stood to signify their approval of the proposed Ashland Place subway link in Brooklyn. Four persons stood up to voice their disapproval. They were not molested.

The proposed link would provide connections between the Myrtle Avenue elevated line and the Fourth Avenue subway. Several additional stations would have to be provided. Controller Craig objected to consideration of the matter, as did several Brooklynites, who contended that the expenditure involved did not warrant the construction of a connecting link of a temporary nature. The proposition will be reconsidered.

The board granted the request of Health Commissioner Joseph L. Glavin, Dr. Henry G. MacAdam be promoted to the position of Medical Inspector at a salary of \$3,000, an increase of \$720 a year for the official.

Guard Kills Soldier

Who Tried to Escape

LEXINGTON, Ky., March 14.—Private Fred Branton, a military prisoner, arrested recently by civil authorities at Middletown, Ohio, was shot and killed here yesterday by Sergeant Sidney Dent, his guard while they were preparing to board a train for Camp Gordon, Ga. The prisoner was being taken to Camp Gordon to be tried by court martial and he was killed while trying to escape. Dent was arrested by civil authorities on a charge of murder.

Case of "Sleeping Sickness" Found At Washington

WASHINGTON, March 14.—Wide-spread attention is being given by local physicians to what is apparently the first authenticated case of the so-called "sleeping sickness" to develop in the national capital. The case is that of Mrs. Fifi Zolotits, a young Greek woman, who was born in Constantinople, twenty-four years ago, and recently married in this city. She lies at the Georgetown University Hospital in a coma, opening her eyes only at intervals to take nourishment. Although reluctant to talk of the case, Dr. John Costas, the attending physician, gave such facts to-day as may identify it with the disease that has swept through the Congo and Uganda regions of Africa.

The woman has been asleep since last Friday. On March 2, it is stated, the woman and her husband attended a moving picture performance. During the entertainment Mr. Zolotits noticed that his wife was asleep. Awakened, she protested that she could not resist the temptation to close her eyes. Alarmed, the husband took her home. On orders of the physician, the woman was removed to the hospital. Since then scores of physicians, including army and navy medical experts, have visited her. Except for absence of reflex action in the lower extremities, the woman's senses appear to be normal. This, according to Dr. Costas, may indicate a congestion of the brain as a corollary of influenza, or may indicate a genuine case of "sleeping sickness."

According to the physician, the glands of the neck in sleeping sickness become greatly enlarged, this swelling spreading to the lymphatic glands all over the body. The Congo and Uganda natives, Dr. Costas said, claim that when the neck glands swell, and the swelling spreads, the patient may sleep for months, but eventually dies. In Africa the malady is said to be caused by the bite of a "tsetse" fly. According to Dr. Costas, however, the sickness can be communicated only by direct blood contact.

If Mrs. Zolotits's eyes are open as she takes food, the pupils are seen to be greatly contracted. One eye is almost constantly closed.

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"Flu" Precautions Urged for "Sleeping Sickness"

ALTHOUGH believing epidemic coma or "sleeping sickness" to be an independent germ disease rather than a trailer of influenza, Health Commissioner Royal S. Copeland recommended yesterday that the precautions invoked against influenza be adopted to prevent its spread.

"As it seems to be of a nasal or pharyngeal origin," he said, "it would appear that all of the warnings and precautions used in the influenza epidemic would apply equally well now and should be carefully observed."

"Some of the English specialists have been disposed to regard the disease as post influenza. I question that. The cases in this country seem to show that it has a specific germ or virus of its own."

Replying to a question as to whether, if the city should take over the traction lines of the city, the fare would be raised if the present rate was found unprofitable, Controller Craig said: "Under municipal operation fares would have to be adjusted to meet costs, and raised or lowered from time to time as conditions required. The city's great investment in the rapid transit lines would be self-supporting. Heavy deficiencies for interest and sinking fund requirements would no longer have to be included in the annual tax rate."

"The tax rate would be reduced about twenty points. It is manifest that this cannot be done under existing contracts. The whole of any increase in fare under the present contract, in so far as the Interborough is concerned, would be for the benefit of the operating company."

Yonkers City," said Mr. Craig. "I cannot see any other outcome of the situation. It is true that the companies are operating their lines at a loss, and I mean both surface and subway lines, then the right thing for them to do is let the city take over their property."

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